

CALIFORNIA HIGH-SPEED RAIL AUTHORITY MEETING MINUTES

**July 20, 1999
SAN FRANCISCO, CALIFORNIA**

The meeting of the California High-Speed Rail Authority was called to order at 10:15 a.m. on July 20, 1999 at the San Francisco Board of Supervisors Chambers in San Francisco, California.

Members Present: Michael Tennenbaum, Chairman
Edward Graveline, Vice Chairman
Donna Lee Andrews
Dr. Ernest Bates
Jerry Epstein
John Fowler
William Leonard
Jim Mills
T. J Stapleton

Additional Corridor and Ridership Study Data

Kip Field, Parsons Brinkerhoff and Dan Brand, Charles River Associates, Inc. presented the Lossan Corridor improvement concept and HSR freight compatibility issues raised at the June 16th meeting. Mr. Field and Mr. Brand's report is available upon request.

Summary of System Recommendations

Executive Director Morshed presented the staff system recommendations for the corridor alignment. Executive Director Morshed stated if this project is accepted by the Governor and the Legislature and the Authority is directed to proceed with it, the next level of work are the environmental studies. Because of uncertainties in some of the corridors and because some of the cost estimates are still based on a quick review, Mr. Morshed recommended that the environmental process include additional corridors be added to those presented at the June meeting for the main corridor. The environmental work would look at all the corridors at the same level of detail and the same level of analysis. The staff recommendations for VHS route adoption are available upon request.

Public Comment Statewide

William Blackwell, Architect supports an I5 alignment from San Francisco to Los Angeles.

Richard Silver, Rail Passenger Association of California supports the Pacheco Pass alignment, a Bay Area terminus at the TransBay Terminal, and feels that a Palmdale alignment needs to be carefully considered.

Representative from Assemblyman George Runner office supports a Palmdale alignment.

Randy Isaacs, Greyhound Lines, Inc. supports the development of high-speed trains in California as one of the new transportation alternatives to help meet travelers' demands in the 21st Century.

Richard Mlynarick, Peninsula Rail 2000, supports further study of the Altamont Pass.

Jim Lawson, Chairman of the Valley Transportation Authority for Santa Clara supports the Pacheco pass alignment.

Los Angeles – Orange County – San Diego

Ann Blue, representing the LA City Council, supports the Palmdale alignment.

Lori Holt-Pfeiler, Mayor of Escondido and Chair of the High-Speed Rail task force for SANDAG, supports the I-15 corridor and the coastal corridor equal for full environmental.

Kia Mortazavi, OCTA supports LOSSAN corridor alignment.

Steve Aceti, Citizens Coastal Rail Advisory Committee, support the inland route rail as opposed to the coastal route in San Diego

Los Angeles –Riverside-San Diego

Alex Clifford, RCTC, Inland Empire High Speed Rail Task Force reconfirmed support of the inland routing along I-15 and 215 from San Diego through Escondido, Temecula, Riverside and the Ontario airport to LA.

Councilman Ron Roberts, City of Temecula, Inland Empire HSR Task Force supports the I-15/215 alignment, which serves additional population centers in southern California, avoids environmental and public opposition, is technologically possible and is included in the development of the business and operating plan.

Norm King, Executive Director of the San Bernardino Associated Governments Transportation Commission, supports the I-15/215 - Inland Empire alignment.

Cheryl Jones, Citizen, supports LA/Riverside/San Diego alignment.

Bakersfield to Los Angeles Corridor

The following public officials and general public spoke in support of a Palmdale alignment:

- Mayor James Ledford, City of Palmdale
- Erica Smith, Legislative Deputy to Councilmember Gallanter City of Los Angeles. Councilmember
- Jack Graham, LA World Airports, representing Mr. Jack Driscoll, and the Los Angeles Board of Airport Commissioners.
- Rosa Fuquay, representing Supervisor Michael Antonovich from LA County.

- Representative of Kern County Supervisor Steve Perez.
- Leonard Likenance, Director of Legal Affairs, Kauffman and Broad Home Corporation
- David Collin, Palmdale Chamber of Commerce.
- James Charleton, President, Antelope Valley Board of Trade.
- Henry Hurn, Vice Mayor-City of Lancaster
- David Lewis, President of HLB Decision
- David Meyer, Palmdale City Council
- Greg Anderson, President of the Antelope Valley Chapter of the Building Industry Association and Director of the Building Industry of Southern California.

Dave Cross, Architect, supports the I-5/Grapevine route to go from Southern California to Northern California.

Dan McNamara, Executive Director of California Rail Foundation. There seems to be some confusion here on the difference between high-speed rail and commuter rail. We've heard this morning that one of the only reasons to build this is a Palmdale Airport. If LA County decides to build an airport 60 miles from its center city, then LA would be obligated to pay for that connection to its airport.

San Jose-San Francisco and San Jose-Oakland Corridors

Supervisor Michael Yaki, supports the recommendation of staff to extend high speed rail into SF, through SF International Airport and into downtown SF with one little caveat that the line terminates at the TransBay Terminal

Larry Dahms, Executive Director, Metropolitan Transportation Commission, supports the thrust of the recommendations as it relates to the SF Bay Area.

Maria Ayerdi, Transportation Policy Advisor, Mayor Willie Brown's Office, reiterated the Mayor and the City of SF's strong support for bringing high-speed rail from San Jose through the Cal Train right of way into our downtown TransBay terminal.

Billy Blattner, Aide to Supervisor Leslie Katz, SF Board of Supervisors. supports high-speed rail to the TransBay terminal in downtown SF.

Roberta Achtenberg, Senior Vice President for Public Policy at the SF Chamber of Commerce, supports a downtown High-Speed Rail terminus.

Richard Mlynarick, Peninsula Rail 2000, supports further study of the Altamont Pass.

Richard Mlynarick, for Hale Zukas, World Institute on Disability, supports the comments that have been made from officials of the city and county of SF about the downtown station.

Jerry Brown, Mayor of Oakland,: My message is very simple, since so many San Franciscans are moving to the East Bay, you'd make a colossal error if you don't have a terminal over on the East Bay. And one that is speedy and modern as the one you are proposing for this side of the

Bay. So, you're the experts, I can only say that the East Bay and north of I-80 is growing. It's growing tremendously. And since this train is going to take 20 years before it is ready to go, if you hurry, you have to take into account the trend and not the past. So, don't fight last year's battle. Fight the next Century in what is going to be needed. And given the perils and problems of sprawl, more and more people are coming into the center of the urban areas of the Bay Area, and that is where Oakland and the East Bay fits in. So, I'm not quite sure how you do this, but you have to look at the numbers in terms of what it will look like, not only when it is just completed the first, but this project is going to last for many many decades. And what really is the pattern of growth. SF hasn't grown all that much in the last 40 years. So, when you talk about giving Oakland some other alternative that we should accept, think about that same alternative for this side of the Bay. And try to make the decision based not on the power of SF, which for the present is greater than Oakland, I can see that, but 20 years out, who knows? As our elegant density sucks more of the people out of the congested areas that abut Oakland it may just be perfect to locate a very important station for the high speed rail in that city. And that's all I'm really asking. Just look at the way the world will be after this project is completed plus, say 20 years. Twenty five percent of its useful life, what will the Bay Area look like? And if you do that I think you are going to want take Oakland into account in a serious way and not in an afterthought. And who knows, even by that time Oakland will have a lot of political power. That's all I have to say. And if you want to build two lines up on the East Shore as well as the Bay Shore, what's a few extra billion dollars among friends?

Walter Strakosch, Citizen, wants a simpler system that costs less money and has less stops.

Bruce Balshore, COST, supports the SF-Peninsula alignment.

Norman Rolfe, San Francisco Tomorrow, advocates high-speed rail coming to downtown SF specifically to TransBay Terminal.

Bakersfield to Merced Corridor

Bob Price, Mayor City of Bakersfield, supports 99 alignment through San Joaquin Valley and Metropolitan Station location. Believes downtown locations are key to the success of high-speed rail.

Frank Vega, Representing Assemblymember Dean Florez, supports the staff recommendation on the corridor alignment. In addition, he strongly supports the intent of HSRA to further review the placement of the station in Bakersfield, but would like it to be located closer to the urban core.

Jim Harbottle, Council Member of City Visalia. Representing Tulare County Association of Governments and City of Visalia. Supports a stop in Tulare County, especially in the City of Visalia.

Don Landers: Vice Mayor, City of Visalia. Representing City of Visalia. Also supports a stop in Visalia.

Merced to Sacramento Corridor

Jim Larsen: Assistant Director of Tulare County Association of Governments. Supports recommended west 99 route through the Valley. Additionally, would like an entry into the Bay over the Altamont Pass.

Edward Gaylord: Representing Fresno County Board of Supervisors, specifically Supervisor Judith Case. Would like Authority to look at existing corridors and existing rail alignments first, before adopting a new “swath” diagonally through the Valley involving “ag-land” impacts. Alignment preference is going into San Jose through the Pacheco Pass, but would like the Panoche Pass studied because it might be more freight capable terrain.

Barbara Goodwin, Executive Director, Fresno Council of Governments. Supportive of High Speed Rail in California. Would like Authority to take into account Fresno’s ridership. Also would like: “ag-land” impact, downtown station location and using existing rail corridors considered in studies and planning.

Gary Dickson, Executive Director, Stanislaus Area Association of Governments, representing Stanislaus and San Joaquin Counties. Supports Bay Area access via the Altamont Pass.

George Gaekle, Rail Advisor, Stanislaus County Board of Supervisors, Supports Bay Area access via the Altamont Pass.

George Fink, San Joaquin Council of Governments. Supports the original alignment for very high-speed rail across the Altamont Pass.

Gary Parker, Citizen, supports an Altamont Pass route.

David Brower, Brower Fund of Earth Island Institute. Supports High Speed Rail because of environmental issues. Also in favor of Altamont Pass route.

Approval of Minutes for June 16, 1999 Meeting

Chairman Tennenbaum presented the minutes for approval. Members Epstein moved to approve the minutes. Member Andrews seconded the motion, which carried 9-0.

Members Report

Member Mills gave a brief report on the Authority’s European fact finding mission in June. Member Andrews thanked the Secretary of Business, Transportation and Housing, Maria Contreras-Sweet for accompanying the Authority on the trip to Europe. Executive Director Member Andrews suggested the Authority invite the Secretary to appear before the Authority.

Executive Directors Report

Executive Director Morshed thanked Secretary Contreras-Sweet for attending the Europe trip and feels it shows a commitment on the part of the Secretary and the Governor to look at alternatives in transportation.

Executive Director Morshed stated staff had received the bios and resumes on Board of Advisor appointments; however, they were received after the release of the agenda. Therefore, this matter will be brought up at the August meeting. Additionally the policy for the appointment to the Board requires a Member to submit a letter nominating the individual, which needs to be received before the next meeting.

Executive Director Morshed stated the process of preparing the draft business plan was already on a very tight schedule, and we slipped about a month in the process of bringing the updated corridor information to Authority and the public. Assuming a decision regarding the alignment will be made tomorrow, it is very likely that the draft business plan that we have anticipated to bring to you in September is going to be pushed to October. The time between the September meeting because we moved it two weeks back and the October meeting is in about 3 weeks. And so we may be coming back in August recommending that September meeting be canceled.

Authority Members Meetings for Compensation

Chairman Tennenbaum presented the List of Meetings for Compensation for approval. Member Leonard moved to approve the list. Member Fowler seconded the motion, which carried 9-0.

Meeting is adjourned at 5:00 pm.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY MEETING MINUTES

**July 21, 1999
SAN FRANCISCO, CALIFORNIA**

The second day of the California High-Speed Rail Authority meeting was called to order at 9:10 am on July 21, 1999.

Maglev Deployment Program Status

Executive Director Morshed discussed the current status of the Maglev Deployment Program. He stated a meeting had been held with Sarah Catz, from the Business Transportation and Housing Agency (Agency), Member Andrews and SCAG representatives in an effort facilitate the implementation of the SCAG Maglev grant with the FRA. As a result of the discussions the following points will be presented to the Authority in writing by the Secretary of Business, Transportation and Housing Agency. The points are the basis of proceeding with the grant.

- 1) The FRA application will remain as is. The FRA grant had two elements, one was the LAX to March AFB and the other one was the statewide. The only piece that will proceed will be the LAX – March AFB portion.
- 2) The Cooperative Agreement requirement as part of the process, which will be negotiated and signed by the Secretary of the Agency.
- 3) The administrative servicing of the grant will be provided by SCAG.
- 4) SCAG will also complete the procurement process and award the contract
- 5) The management of the contract will be turned over to the Authority and the Authority would hire a contract manager because this is additional work.
- 6) The Authority would establish a working group to initially look at the work of the consultants. The working group would consist of members of the Authority and members from SCAG.
- 7) All of the expenses the Authority would incur as the result of this work would be reimbursed by the grant.

Sarah Catz, added that the State of California would be the recipient of the grants funds and that the final report would be made under the name of the High-Speed Rail Authority in cooperation with SCAG.

Tehachapi Crossing & Ridership

Kip Field, Parsons Brinkerhoff, presented the information requested by the Authority regarding the I-5 (Grapevine) versus the Antelope Valley alignment. Mr. Field discussed the cost uncertainties and the risks involved with the costs on various alignments through the Tehachapi mountains. Mr. Field stated the area of the state there has been more studies performed than in any other area of the state. The Grapevine alignment is a couple hundred million dollars less expensive it is more expensive on a per mile basis because of the extensive tunneling involved. But, the Antelope Valley alignment is 35 miles longer than the Grapevine alignment and even though it has a lower cost per mile, it is still a higher cost overall.

Dan Brand, Charles River Associates stated that the data that was used to prepare the ridership numbers are the official MPO (Metropolitan Planning Organization) and Department of Finance forecasts CRA was directed to use. The commuter forecasts are the same numbers used by the MPOs. The staff recommended system has 23 plus million inter-city riders per year and that is the ridership that generates all of the revenue. If the system is diverted to Palmdale 10 to 15 minutes in travel time between Northern and Southern California will be added. As a result high-paying travelers pay more in travel time leading to a loss of some of those riders. The remaining travelers will pay less for the slower service.

Selection of Recommended System for Draft Business Plan

Executive Director Morshed presented the recommended system to the Authority. After a lengthy discussion the Authority unanimously adopted the following resolution:

CORRIDOR ADOPTION RESOLUTION

Whereas the California High-Speed Rail Authority was established by the Legislature in 1996 with the express purpose of:

- Directing the development and implementation of intercity high-speed rail service that is fully coordinated with other public transportation services.
- Preparing a plan for the construction and operation of a high-speed train network for the state, consistent with and continuing the work of the Intercity High-Speed Rail Commission, and submitting that plan to the Legislature and the Governor. And,

Whereas the Authority is preparing the business plan for mainline very-high-speed service to be delivered to the Legislature and the Governor by January 2000, and

Whereas the Authority has previously adopted policies for the mainline very-high-speed corridor that include the following performance characteristics:

- Double-track guideways and compatible vehicles capable of operating speeds of 200 mph or greater
- Guideways to be fully grade-separated and secured from external intrusion
- The grade for the corridor not exceed 3.5 percent.
- Trains will be propelled by electric power
- Trains will be a single standard train set capable of operating on all segments of the guideways, and

Whereas the Authority will consider a feeder system of potentially high-speed conventional rail service that will be planned, constructed, and operated by other entities.

Therefore, now be it resolved that the California High-Speed Rail Authority adopts the revised staff recommendations dated July 14, 1999. Consistent with the revised staff recommendations, the mainline very-high-speed passenger train network shall consist of the following 12 segments:

1. San Francisco to San Jose, from the vicinity of Fourth and Townsend Streets in San Francisco to Diridon Station in San Jose. The corridor will travel along the same alignment as the Caltrain service, with stations in downtown San Francisco, San Francisco International Airport (SFO), Redwood City, and downtown San Jose.
2. San Jose to the vicinity of Merced through the Pacheco Pass, with stations in Gilroy and Los Banos.
3. Sacramento to Merced along the State Route 99 corridor, with stations in Sacramento, Stockton, Modesto, and Merced.
4. Merced to Bakersfield along an alignment west of SR 99, with stations in Fresno, Tulare County, and Bakersfield.
- 5.a. Mainline service to Palmdale connecting Bakersfield and Union Station.
- 5.b. Bakersfield to Los Angeles along the I-5 Grapevine Corridor, with stations in Bakersfield, Santa Clarita, Burbank Airport, and Los Angeles Union Station.
1. Los Angeles Union Station to Riverside along the Union Pacific corridor, with stations in east San Gabriel Valley, Ontario Airport, and Riverside and mainline service from Riverside to San Diego along the I-15/I-215 Corridor, with stations at Temecula, Escondido, Mira Mesa, and Qualcomm Stadium in San Diego, And

Be it further resolved that the above corridors shall be included in the initial cost estimates and ridership projections, And,

Be it further resolved that the mainline very-high-speed passenger train network shall include the following:

2. Los Angeles Union Station to San Diego along the existing Lossan San Diegan Corridor, with stations in Norwalk, Fullerton, Anaheim, Irvine, Oceanside, University Town Center, and downtown San Diego.
3. Central Valley options, if and where feasible, that utilize existing rail corridors and serve downtown stations or airports in Bakersfield and Fresno.
4. A link between Los Angeles Union Station and Los Angeles International Airport.
5. Mainline service between San Jose and Oakland.
6. Service to the Transbay Terminal in San Francisco, subject to the following conditions: the Transbay Terminal is designated as a regional bus and transit hub; the Authority and the City and County of San Francisco reach agreement on the construction and use of the terminal; and the Authority and the Caltrain Joint Powers Authority reach agreement on mutual use of right-of-way; And

Be it further resolved that preliminary engineering and environmental studies for the mainline very-high-speed passenger train network shall include all of the above corridors and that all corridors receive equal consideration in the environmental studies.

Meeting adjourned at 1:30 p.m.